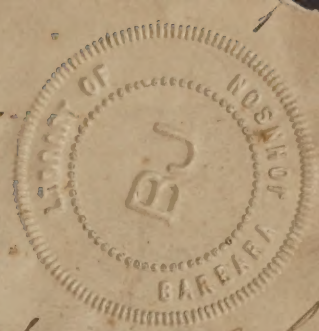
Bussey Master Sailed July 4. 1847 for the Pacific.
At Fayal August. 8. Handed 40 Bbls. Sp. Oil. At
Talcahuana Nov. 8. clean. Sailed Nov. 20 to cruise. At Tombes
last of Decm. clean. Reported off Mapapuero in Decm. 250 Sp.
A letter from Capt. Bussey reports him off Paita Feby 1. 1848. 250 Sp.
Reported on off Shore Grounds March 15. 250 Sp. Spoke
March 20 Lat. 5. 10 S. Long. 113 W. 350 Sp. Heard from
near the Crozets no date 11 Mos. out. 400 Sp. At Sydney
Decm 16. 750 Sp. Sailed from do Janr. 6. 1849 1175 Sperm.
Reported June 20. 750 Sp. 250 Bbls. Cocoanut Oil. At Sydney
Feby 1. 1850 950 Sp. 100 Bbls Coconut oil At Sydney Mch 2. Sailed.
Shipped 600 Bbls Coconut oil to London. Sailed Mch 23. Arrived
July 12. 1851 with 1000 Bbls Sperm oil in 48 Months & 8. days.
Tanned out 1097 Bbls. Sperm & 5740 Bbls. Whale Oil.

(830)

VARA MILLER



Ladies and Gentlemen.

If a man intends to relate some of the adventures of a life spent upon the ocean, it is incumbent on him to give some account of his early history. I was born December 19, 1831, in South Dartmouth, Massachusetts, where my father was engaged in the painting business. When I was a year old, my parents removed to Nantucket, my fathers birthplace. At the age of Six years, I was sent to a primary Schoo And afterwards, when I was nine years old, to a Friends School, taught by John Boadle, who later came to New Bedford, where he followed the Same Calling. He will doubtless be remembered by many of New Bedfords older citizens. At this School I remained for five years, at the end of which term I entered the Academy, where I studied two years longer. My School-days over, my mind for the first time became engaged with thoughts about my future course in life. Often, when my uncle returned from Sea, would he portray in glowing colors the Scenes he had witnessed in foreign lands. As I listened to his wonderful tales of seafaring life, my [illegible]

was often wrought up to the highest pitch of excitement at the idea of exploring the trackless ocean; and to me the prospect of treading the quarter deck, as the ruling spirit of some stately craft, seemed to be the height of my ambition. The opportunities which I had of boarding whalers, when they came home and of conversing with seamen, whom I regarded as the finest fellows in the world, by no means tended to abate my enthusiasm; while every kind of dissuasion was resorted to, in consequence of the repugnance of my mother to the encouragement and gratification of my wishes. The circumstances which led to the final determination of my course were these: early in the Summer of the year 1847 the Ship Planter of Nantucket, Capt Isaac B. Hussey, was being fitted out for a whaling voyage to the Pacific Ocean. Several of my School mates had engaged to embark in her, and they used every persuasion to induce me to accompany them; So one morning I visited the ship with two of my young friends, who had already signed the Ships articles, and in a short time made up my mind to ship with them, providing

the Captain would take me. When I went home, I conferred with my mother upon upon the subject, and as she deemed it no longer advisable to thwart me in my inclination, I repaired to Capt Hussey's house, where I found him at dinner. I immediately made known my wishes. "William," he said, "You have chosen a life full of toil and hazard, and as this voyage will perhaps be one of great peril, it would be well for you to reflect maturely upon the measure you are about to adopt. Consult your Mother, and if you are still determined to go to Sea I will give you a berth on board the good Ship 'Planter.'" I was now satisfied, and went home and told my mother that Capt Hussey would give me a chance to go in the Ship. After dinner I went to the agents office and signed the Ships articles for the one hundred and Sixtieth lay. Between this time and the day appointed for Sailing, my mother had provided me with a Sea-Chest, well stocked with Clothing, Small Stores, books, box of Cake and such other matters as she thought

necessary for my comfort. The day before my departure was spent in calling upon my friends. My dear aunt, who was sick at the time, said to me, "William, you are now about to enter upon the world, and will soon be far beyond the control and friendly advice of your mother and friends; you will be thrown upon your own resources, and it will depend much upon yourself what your future condition in life may be." She also told me that she never expected to see me again; which prediction proved to be too true, for she passed away during my absence. On the eventful morning the Sun rose clear, the sky was serene, and the water was as smooth as in a calm. The hour for my departure at length arrived. I bade adieu to my family, and, the sound of "God bless you" ringing in my ears, I walked rapidly away from my home, toward the wharf where the boat was waiting to take us to the ship, which was lying off the bar at the time. A few minutes later I was on board, and the duties of my new life had begun.

On July 4th 1847, the Ship Planter of Nantucket sailed from that port, on a whaling voyage, around Cape Horn, in the South Pacific Ocean. She was commanded by Capt Isaac B Hussey. The remainder of her company were: Joseph H. Fisher, first officer; William H. Chase, second officer; Charles L. Macy, cooper; Joseph Warren, Coopers mate and ship-keeper, all of Nantucket, and a crew of twenty-five men. At six o'clock in the morning the Captain, pilot, and all of the crew went on board. The wind being fair, though light, orders were given to man the windlass, and at the same time some of the crew were sent aloft to loose the sails. In a little while the sails were hoisted, and the anchor was released from its sandy bed. The gentle breeze from the shore filled our sails, and at length the Good Ship Planter was heading towards Gay Head. The breeze began to increase from the northeast, and we soon lost sight of the town of oil and oily men. All hands were now employed in clearing up the decks. At six o'clock that evening we rounded the Ship to and discharged our Pilot, Gay Head light bearing

N. E., distance four miles. We then secured our Anchors on the bows, after which the crew were called aft and divided into two watches, — Starboard and Larboard. Then boats crews were chosen, when I was drafted into the first mates boat and allotted to the after oar. Capt Hussey next addressed the crew as follows; "Now, my men, we are bound on a long and perhaps a perilous voyage, and I expect every man on board will do his duty and obey the officers orders, and we will get along well together. If there are any who desire to learn navigation, the officers will instruct you. After Supper we sett the dog-watch. An explanation of the watches may perhaps be necessary for the enlightenment of those who have never been at Sea. The Captains or Second Mates watch, which is the Starboard watch, always takes the first watch the first night out, — that is, from eight O'clock until twelve — when the first mates or Larboard watch comes on deck, and the Starboard watch goes below until four in the morning. The Starboard watch now comes on deck again, and remains until eight, when the Larboard watch is called and the Starboard goes below and remains

until twelve meridian. Each watch is
four hours, except that the time from four
to eight P.M. is divided into two watches,
called by Sailors the dog-watch. These are
in reality two half watches, one being
from four to Six, and the other from Six
to eight. During the dog-watches, the
crew are generally up on deck; some are
busy mending clothes, Singing Songs,
Smoking, while others are on the forecastle
playing Cards, &c The Captain always
walks on the weather side of the quarter deck,
the first mate on the lee side, the Second mate
in the weather gang way or amidships, and
the boatsteerers on the main hatch and lee
gangway. The crew have the whole of the
forward part of the ship, that is forward of
the try-works. The members of the crew
always pass on the lee side of the deck when
they go aft to relieve the wheel. At daylight
the watch on deck is sett at work, Some
coiling up the rigging, while one man
in the main chains draws water and
fills a large tub on the deck, One boatsteerer
is sent aloft, at the main-t'gallant
cross-trees, where he can command a
full view of the ~~ocean~~ horizon, and
at the same time, a man from the

forecastle goes aloft and purchases himself on the fore top-gallant cross-trees, and another is stationed on the mizzen top-gallant cross-trees. Each man is obliged to remain on duty aloft ~~for~~ two hours before he is relieved. The officers also take their turns standing watch at the main-top gallant cross trees after the decks are washed off. At half past seven the larboard watch is called for breakfast. At eight the watch comes on deck and the starboard watch now goes below and remains until twelve meridian — The Captain never stands a watch; he comes and goes as he pleases, and is accountable to no one. He gives his orders to his first officer, and seldom interfers with him. The first and second officers stand no watch except when making passages, and when trying out whales. The boatsteerers head the watches on whaling grounds and are usually distributed among three watches, starboard, larboard, and waiste. The first mate keeps the log book, for which he is responsible to the owners and insurers, in case of any disaster on the voyage. He also has charge of all

the provisions and of the stowing down of oil. The cook has sole control of the galley, and will very seldom allow any one inside of it. Frequently people say that sailors have an easy time at sea, and wonder what they can find to do. The ~~discipline~~ discipline on board of a ship requires every man on deck to be at work. For instance, on the morning of our second day out, after the decks were washed and the mastheads manned, the boatsteerers were at work getting their boats ready for whaling. While some were grinding irons, lances, and spades others were putting mats and battens on the rigging, unbending chains and stowing the Anchors on the bows, and chains below, coiling lines in the tubs, filling water kegs, and furnishing lantern kegs with lanterns, candles, matches and bread, which are always kept in all of the boats, in case they are caught out after dark. Between the United States and the Western Islands is a favorite cruising ground for vessels of all classes, during the Summer months. The lookouts at the mastheads

to ship
were cautioned a sharp lookout
and see if they could ~~not~~ raise a
scool of Sperm whales. We now had
a good breeze from the South west,
with a heavy sea running. I staggered
about the deck, and managed to
crawl around, holding on the rail,
When I began to experienci the horrors
of Sea-sickness, my legs failed me, and
I was compelled to sit down upon the
fore hatch. I was not the only sick one
on board however. The mate came
along where I was sitting, and, seeing
my condition, told me to stay on
deck as long as I could, for if I went
below I would feel worse. Such words
of kindness encouraged me, and
now and then I would make an
effort to move about, but I could
hardly walk. I felt very weak ~~from~~ and
trembled violently from the effects of
vomiting. This continued for several
days when I commenced eating salt
meat, and from that time I seldom
missed a meal while I was on board
the good old ship Planter. One fine
afternoon, the wind being very light
the Captain ordered all of the boats down,

(the crew)
to give practice in going alongside of whales, which was done by throwing large straw hats overboard, and the boatsteerers throwing lances into them, and the officers ordering the men to stern all, stern two, and pull a head three; and pull a head all and stern all. On the 25th day of July we made Flores one of the Western Islands. I would here say, for the benefit of the uninitiated, that the nautical day begins and ends at noon. At one P.M. the Captain went on shore with his boats crew, at 6 P.M. the boat returned loaded with potatoes, and Onions, and sailed for Corvo a small island about ten miles north of Flores, at 6 O.clock A.M the ship being close into the land. The Captain and Second Mate went on shore with two boats for recruits. At ten A.M. boats came along side, loaded with potatoes, Onions and fruit. I went in the Captain's boat so that I had a good chance to see the Islands. We then shaped our course for Fayal, One the 28th we did we raised a School of Sperm Whales, and the order was given to call all hands haul up the mainsail, and haul aback

the main yard. As the whales were not more than a mile off, the men were ordered to hoist and lower the boats, when we all started in pursuit of the whales. This is the most exciting time on board of a whaler, for as soon as whale are raised, every one is running: some are filling the water kegs. Some are getting the line tubs into the boats, others are casting off the boats gripes and getting the falls on deck, ready to hoist, swing and lower away. The whales were going to the windward at the time, so we were compelled to use our oars, pulling for all we were worth. The Captain shouted, Pull strong, my boys; pull ahead; pull hard; pull, ye Souls of brass! We were almost up with the whales, and a minute later he gave the order for the boatsteerer to stand up. Now is your time; give it to him! — and away went two irons into a forty-barrel Sperm whale. Then followed the order, "Stern all. Stern hard!" At times the whale jumped several feet out of the water. As soon as we were fast, the Captain went forward, and the boatsteerer went aft to take care that the line did not get foul when we

hauled up to lance the whale. It was but a little while before he spouted thick blood. He ran a short distance, when he made an awful splashing and jumped out of the water. We were now ordered to take our oars in case he came for us, so that we could pull the boat out of the way. In a few minutes he turned up, dead, when we hauled up alongside of him and cut a small hole in his head and fastened a line through it, and started for the ship. In the mean time the other two boats were chasing the Whales; but after we struck our whale they all started to the windward. It was not long before the Ship came along side of us, and the whale being made fast, we hoisted the boat. By this time the other boats had given up the chase, and they were soon along side again. After hoisting the boats, we commenced getting up our cutting falls and making ready to cut him in. When this was done, all hands were ordered to dinner. (One can imagine what an excited set of men we were, all talking at once. Each had his own story to tell. We all killed the whale. At one P.M. we

Slung our stages over the side for the mates to stand on, and the blocks we ourhauled to the boats edge. When everything is ready for the process of cutting in; a small hole is cut in the side of the whale and the boatsteerer jumps overboard and hooks on; the fall is then taken to the windlass, and the crew heave away, rolling in huge blanket pieces, which are cut about four feet wide and ten feet long, and stowing them between decks for future use. Then the head is cut off and hoisted in on deck and the case bailed out and put into try pots and boiled out. Afterwards the blubber is cut into small pieces; these are again cut into slices about the size of ones hand and put into try pots and try out. When this process is finished, the oil is bailed off into a copper cooler, thence into a try-pot to cool; it is then put into casks. After remaining on deck for a few days, it is coopered and stowed down in the ships lower hold. This whale made us 40 Bbls of oil. On the 29th day of July the Captain shaped the ship's course for Fayal, for the purpose of landing our oil to be shipped home. on the 30th inst

at 3 P.M. we made the harbor of Fayal. Capt Hussey had his boat lowered and went on shore to make arrangements to land our oil. The ship stood off shore at Six O'clock the Captain came on board with only four men, two of the crew having run away, stood off and on through the night. At 8 A.M. stood well into the harbor, when a large lighter came off to us and took our oil on shore. At 10 O'clock the Captain went on shore and shipped four men all Portuguese, as we could not find the men who had deserted.

Fayal is in the Latt. of 38° 31 N., Long 28° 42 West. It has an area of 27,520 acres, of which it is estimated that 10,000 acres are under cultivation, the soil being remarkably fertile. In its centre is a mountain 3000 feet high. Its principal exports are oranges and wine. Its chief city is Horta, situated on the S E side of the island, on a bay bearing the same name. It has a fine breakwater, which can accommodate a number of vessels. In former years a large number of whalers touched at this Island every year to land sick

as they had obtained on their outward
voyage. This vessel was afterwards shipped
to American ports. There are now good
facilities for repairing vessels calling
there in distress to the care of
who represents the most
responsible firm on the island. The

possible in a contrary direction.
Sperm whales are not very easily driven
away from their feeding ground.
They are found nearly all over the world.
After leaving Fayal we shaped our course
to the Southward. The first day of August
was spent like all pleasant Sundays at sea.
The decks are washed down, The men are all
dressed in their best trousers, and
red or checkered shirts, and have nothing
to do, except to stand their watches at the mast
head and wheel, and make and take in
sail, unless they are fortunate enough
to raise a School of whales. In that case
they would naturally lower for them,

Although some Captains are so conscientious that they will not lower for whales on Sunday. The men occupy their time in reading, talking smoking and mending their clothes. If the weather is pleasant they bring their work and their books on deck, and sit down upon the forecastle and windlass. This is the only day on which these privileges are allowed them. On Sundays and Thursdays the crew are given a pudding, or as Sailors call

it a duff. This is nothing more than flour boiled with water, and eaten with Molasses. It is generally very heavy and clammy, yet Sailors think it quite a luxury, and ~~usually~~ really forms An agreeable addition to the usual course of salt beef and Pork, which are served out five times a week. Salt fish is furnished on Fridays, bean Soup twice a week, and potatoes generally one a day, with all of the hard bread that they require. We also have rice, dried apples, tea - coffee and Molasses - On Monday morning, we change our costume again, and prepare for another weeks work. We took the N.E trade winds in Lat. 27° N., Long 27.40 West and had five pleasant weather to the line which we crossed on the fifth day of September in Long 28° W. during the past few weeks we had had uniform strong winds, and nothing occurred to interrupt the usual routine of duty. Our masts had been manned, chains untent and stowed below, Anchors secured on the bows, and boats put in good order for whaling. On the 11th day of September we saw a large fleet of

Catamarans, They are composed of four logs lashed together, with a rail about four feet high. Similar to that of an old fashioned standing stool. The men stand with their feet in the water, They have one large sail, and are very fast they usually carry from two to four men. The slaves go out in them after fish, and as the trade winds blow regularly along the coast they have no fear in venturing a long distance at sea, As we ran in towards the coast, we found that we were directly off the port of Pernambuco. on the Coast of Brazils South America, and with the aid of the glass, the city, and the shipping lying in the harbor or outer roads could be plainly seen, We ran along the coast, bearing the land on our starboard quarter, and at dark the land was out of sight. We now take our departure for Cape Horn, keeping a sharp lookout for whales, We had fine, pleasant weather until we were in the Lat of the river La Plata. Here we had very heavy gales from the S.W. that the natives call pamperos. which are very distructive on the river and

are felt for many miles at sea.
On the 28th. day of September the Captain and mate were walking the quarter-deck together when it commenced to lighten in the S.W. The captain ordered the mate to take in all of the light sails and haul up the mainsail. A storm came upon us with a blast, and a shower of hail and rain. "Stand by your topsail halyards!" was the captains order; "Let go your topsail halyards, let them run; hard up your wheel!" when our little ship paid off before the wind with everything flying. We furled all of our light sails and reefed our topsails, and hauled our ship on her course again. This was the heaviest blow that we had had since leaving home. We had only reefed our topsails two or three times ~~since leaving home~~ and were not very expert in that part of our duty. On board of a merchant ship the second mate always goes aloft to reef topsails, but on board of a whale ship the second mate never goes aloft, except to look after whales. Reefing is the most exciting part of a sailors duty, when

taking in sail. All hands are engaged upon it. After the halyards are let go and the reef tackles are hauled out - the yards pointed to the wind, the crew all spring aloft. The first man on the yard goes to the weather earing, the second to the lee, and the next two to the "dog's ears;" while the others lay along into the bunt. In furling a sail the strongest and most experienced men are required in the middle of the ~~sail~~ yard, to make up the bunt. On Oct 15th we had a very heavy gale of wind from the S W to W. At 4 o'clock A.M. we made the land on our larboard bow, which proved to be the Falkland Islands. These islands were discovered by Davis on the 14th of August 1592. They were afterwards visited (1690) by Strong, who gave them the name which they now bear. In 1710 a French vessel from St Malo touched at them, which caused them to be named Isles Malouines. Settlements were afterwards formed on them by the French, Spaniards and English, alternately, but the latter have retained possession of them. A British settlement has been recently formed

in East Falkland, called Port Stanley, situated at the head of Port William, an inlet on the E. E. coast. On the 16th day of October, we made Staten Island, which is the Southern extremity of South America separated by La Maire Strait from King Charles' South Land. It is 45 miles long, surface steep, and shores much indented, At its eastern extremity is Cape St. John, in Lat 54. 42-8 S and Lon. 63° 43.5" West. At 4 P.M. when the watch came on deck, we clewed down all three topsails, and close reefed them, and furled the mainsail. By this time the rain, hail, and snow squalls were beating violently upon our little ship, with a high sea running. I being at the wheel at the time. The men had been aloft but a few minutes when I heard the cry, "A man overboard!" He fell from the starboard topsail yard-arm and struck on the bow of the starboard boat, and went astern. His name was Benjamin Hayes; he was from Philadelphia. We could do nothing for the poor fellow, as it was now blowing a heavy gale of wind, and a tremendous sea was running. He was a smart, willing seaman and a good

shipmate. Death is at all times solemn, but never so much so as at sea. If a man dies on shore, you can follow his body to the grave; you are looking for the event; but at sea the man is near you, and in a moments time he is gone forever. You go below and find an empty berth, you are one man short, His things are now all taken off and sold to the crew. This was the worst gale we had ever had since leaving home, We then hove the ship to. She layed very well handling taking any water upon her decks. Oct 18th at 4 PM Staten Island bore N.N.W distance 15 miles; in company with a large merchant ship bound round the Cape to the westward. Saw a large school of whales but did not lower for them, As it was now blowing a gale found. It was all that we wanted to do to make And take in Sail, steer the ship, and clear the snow off decks; and when we had any leisure time we amused ourselves in catching Albatrosses, They are very easily caught with a hook ~~and line~~ baited with pork and floated Astern upon a small piece of wood, they resemble a fleet of geese on the water

and can bite equal to any dog. One caught me by my pantaloons and tore out a large piece, He also caught a great many Cape Horn Pigeons, They are a small bird about the size of our Pigions. They are also caught with hook and line. There is always a very heavy swell off the Cape in a calm, and the vessel having no command of the sails or rudder, lies like a log upon the water. The passage around the Cape was formerly considered very dangerous, Oct 26th this day opened with fine pleasant weather. The Captain says that we are a long way to the westward of the Cape Horn and have changed our course more northerly. All hands are now in good spirits, as we hear the Capt say that we were going into Talcahuano for provisions and to have liberty, which will be a great treat to us. having now been at sea about four months. Nothing of interest occurred from this time until the 30th of November, when we took a gale from the S.W. but it lasted only twenty-four hours. When it moderated we found our ship within 30 miles of port, Some of our crew were employ

in' getting up chains and bending them, while others were making ready to go into port. On the 4th day of November we came to anchor in' the harbor of Talcahuana just 4 months from Honae. Several boats came alongside loaded with all kinds fruit, Eggs, milk and wine. After breakfast the Capt said that the Starboard watch could go on shore on liberty. It was not long before the crew came aft, all dressed in' their Sunday clothes, to ask the Capt for it is useless to go on shore in' these ports without a pocket full of money. The Capt generally gives the crew two dollars each, the boatsteerers five and the Officers as much as they require. The larboard watch was now ordered to lower away two boats to take the crew on shore. After they returned they were employed in' getting casks ready to be sent on shore for water. After dinner the watch was sent on shore with the casks, at 4 P.M they returned with 12 large casks filled. Hoisted them in' and cleared up the decks for the night. At 8 P.M the crew came on board feeling very happy. On the 6th

unit the larboard watch on liberty, while the starboard watch was employed in watering ship. At nine P.M. the crew came on board, three of the men missing on the 9th. inst as the Capt and several gentlemen were walking along the road toward Conception, they accidentally came upon our three men, drinking water out of a brook. They did not see the Captain until he was beside them. He asked them why they did not go on board the ship, when they replied that they had had all of the whaling that they wanted. The Captain, however, ordered them to start for the ship immediately. Seeing that there was no chance for them to escape, they made good time back to the harbor. Here they were put into a boat and sent on board. This finished their liberty on shore. One of these men, I am sorry to say belonged on Nantucket.

On the 14th day of November. At 6 O.clock A.M. all hands were called to wash off the decks. After this was finished all hands was ordered to breakfast. While in port we have had fresh meat and vegetables every day. Talcahuano

is a small seaport of Chili, on the peninsula which forms the S.W. side of Concepcion bay. The anchorage is the best on the coast. It was a great resort for our whaleships in former years. The exports are flour, beans, Hides — On the 15th day of November. The anchor was hove up. The topsails came to the mast heads with a song from the men, and in a few minutes every sail was set, and we were once more heading for the South Pacific. The wind being light we did not get clear the land before 8 O.clock in the evening. In the mean time we were at work clearing up the decks, At 8 P.M. the watch was set for the night, and the ship headed for Juan Fernandez. On the morning of the 18th saw the island bearing by Compass N.W. distance about 40 miles. We took in all light sails and ran down under Topsails, At 6 O.clock A.M. we were close in to the land, After breakfast the Captain ordered his boat to be lowered. After putting in some muskets, fish lines, and his dog he started for the shore. He landed upon Goat Island, a small island about five miles from the principal island

Here we caught some fine fish and shot several goats, the ship standing off and on. on the following day we raised a School of Sperm whales, lowered all four boats and succeeded in capturing one of them took him along side and commenced cutting him in. At 8. O'clock all we had finished cutting in and had the head in the pot boiling. We also saw a large School of blackfish, and porpoise which are found together in large Schools and sometimes are seen swimming in "Indian file" as they shoot out the surface of the ocean; showing their black and glassy backs above the water. The food of the porpoise consists entirely of Animal substances, and almost wholly of fish which it consumes in large quantities. Herring, Sprats, and other saleable fish are in great favor with the porpoise, which pursues its prey to the very shore and destroys enormous quantities of them. Many of these animals are found in our rivers, which they have evidently ascended with the idea of varying their diet by a few meals of fresh fish! The flesh of the porpoise is valued very highly, and is looked upon as a regal

dish, beng with bread & Pork and highly seasoned! The skin of the Porpoii is used for tanning, and is manufactured into valuable leather. There are seldom less than 80 teeth in a Porpoii's mouth — The Dolphin is ~~the~~ not a very large animal, measuring from 5 to 10 feet in length, seven feet being the usual average. In former days the flesh of the Dolphin was thought to be a very great luxury. It is the fastest fish that swims in salt water. These fish are found in the European seas and in the Atlantic and the Mediterranean, also on the Coast of Africa and America. But to return to Juan Fernandez. This island is situated in the South Pacific Ocean, about 90 miles to the Eastward of Mas-a-Fuera and 400 miles off Valparaiso. It belongs to Chile It is about 40 miles in circumference, and at a distance appears like a naked rock, the highest point of which, Yunga, is about 4000 feet above the sea-level — Here Alexander Selkirk, a buccaneer. whose native place was the ~~Scottish~~ Scotch fishing village of Largo, lived in solitude for 4 years (1704-8). His story is supposed to

have suggested the "Robinson Crusoe of Defoe." The valleys are covered with wood, and a great number of Goats are seen on the sides of every hill. We also saw several bullocks upon the sides of the mountain. At 7 P.M. we shaped our course for the Island of Masa-Fuero which is a small island, being about 6 miles in length and 5 miles in breadth. On approaching this island, it everywhere appears to the eye a mass of high shelving rocks. From this date we continued sailing along towards Paita, a small Peruvian town with a population of about 9,000. Here we arrived on the 13th of December, We did not anchor, but lay off and on for twenty four hours. Capt Hussey went on shore and returned with one Bbl of Sweet Potatoes and some vegetables. Took them on board and shaped our Course for Tombez, a small seaport on the coast of Peru, where we arrived on the 16th inst, on the following day we commenced taking on board Sweet Potatoes and water, at 6 O'clock P.M we finished having taken on board 133 Bbls Sweet Potatoes. 100 Bbls of water and several boat loads of Oranges and

bananas. Tombez is not layed down on the chart. The river abounds with Alligators, and the neighboring country swarms almost as much with Snakes and vipers as that around Porto Bello does with toads. Rain is unknown in the Southern parts of Peru; but in the north, where the mountains are not so high, it often rains excessively. Peru has long been long celebrated for its mines of gold and Silver, which are the chief ~~production~~ or only source of its riches. On the ~~following~~ following morning we got under weigh and shaped our Course for the Galapagos Islands. This day was spent like all pleasant Sundies at Sea. The decks were washed down, the rigging all coiled up, and everything put in ~~fair~~ order. The men were all dressed up in their clean clothes, and occupied themselves in reading, mending their clothes, smoking, ~~&c~~ etc. On the following day at 2. P.M. the welcome Sound of "Land ho!" was again heard from the masthead. The land proved to be the Island of Abington, bearing W.S.W distance

twenty miles; at five O'clock came to Anchor; furled all Sails. The Capt and Second mate took their boats and went on shore after terrapin. We Succeeded beyond our most Sanguine expectations, having Captured ten large ones in the Space of two hours. Some of them were of immense Size, weighing from one to three hundred pounds. The boats came on board about Seven O'clock, when we had one of the terrapin killed and cooked for Supper, the crew telling their Experience on shore, which was very interesting to those who remained on board. On the following morning all hands were called to wash off decks and get our boats ready for a nother days cruise on shore. At 7 A.M. all hands went to breakfast at 8. O'clock we lowered 3 Boats and went on shore with the intention of making two parties- one to go ~~in to~~ up after terrapin and one after Seals. We found considerable difficulty in capturing the terrapin, not only on account of their Size, but from

their color, which bore exactly the same appearance as the ground a dark brown. At 4 P.M. the boats returned, bringing on board fifteen large terrapin, and the quarters of two others that they had killed on shore, as well as several sealskins. On the following morning we called all hands and went to breakfast. We then took our 3 Boats and started for the shore, each man taking a bottle of water with him, as there was none to be found on the island. At 4 P.M. the boats returned with 8 very large terrapin We came across one that the Capt thought would weigh some 600 pounds. He had more than 50 Ships names and dates marked all over his back.

We found these terrapin on the top of the mountain, It would take a man all day to drive one of them down to the beach. We also killed a number of hair Seals. Seal-hunters land on the beach early in the morning

and hide behind the rocks and bushes, until about 10 Oclock, when the old Seals and young ones come on shore. The sun is very warm in the middle of the day and the Seals soon fall asleep. "Rookery" is the name given by old Sealers to a number collected together, Our second mate. Mr Chase did to us, now is the time to make the attack. When we all rushed between the Seals and the water, and the work of death commenced. A slight blow on the head was sufficient for the young "Ones," but you had to work quick with the old ones. For if you should happen to fall on the ground you would be torn to pieces by these huge animals At 6. P.M. we ~~went on board~~ manned our windlass, hove short, set our topsails, hove up the anchor, and shaped our course for the South head of Albemarle Island, On the following morning being close into the land, the Captain and 2d mate took their

boats and went on shore. At 6 P.M. the boats returned with ten small terrapin. Hoisted our boats and shaped our course for Chatcham Island, where we arrive'd on the following morning. At 8 O'Clock the Capt and Second mate took their boats and went on shore, At noon they came on board with twelve small terrapin. These were bought of some men who were living on the island and killing the terrapin for their oil, which they sold on the coast of Peru for cooking purposes. We took them on board, hoisted our boats and made all sail and shaped our course for the Kingsmill Group. The Galapagos Islands are situated near the Coast of Colombia. They lie under the equator, the centre island being in Long. 85° 30 W ~~from Lon~~ They are uninhabited, but are frequently visited by the South Sea Whale Ships. for fresh water and terrapin. The largest

is 60 or 70 miles long and about 50 miles broad. They are generally barren, but some of the highest have a growth of stunted bushwood, And all of them are covered with prickley pear, upon which the largest species of land tortoise lives and thrives in a wonderful manner. The terrapin at the Galapagos Islands is by far the largest, best, and most numerous that I have seen in any place that I ever visited - weighing from 50 to 400 pounds. Their shape is somewhat similar to that of our own small land tortoise which is found upon the upland, and is, like it, which together with their head, has a very disagreeable appearance, greatly resembling a large serpent. I have seen them with necks between two and three feet long. They are perfectly harmless, They have no teeth. And of course cannot bite very hard. They take their food into their mouths by the assistance of the sharp edges of the upper and under jaws

which shut together, one a little within the other, so as to rip grass, plantain leaves and berries, the only food they find to eat. Those ~~that~~ who have seen the leg and foot of an elephant have seen the exact resemblance of a terrapins. They can be taught to eat on board of a ship, as well as Sheep or Goats and will follow you all around the decks, and will live for months on sweet potatoes. They are the slowest in their motion of any animal I ever saw, except the Sloth, for I have ~~seen~~ seen him remain fast to a stick of wood for a week at a time. One of the largest Terrapin we had on deck would take 2 men upon his back and walk around the deck with ease. On the 22nd day of January we made Drummond Island, one of the Kingsmill Group. Several canoes came off, bringing Cocoanuts, mats, chickens, and Molasses. At 10 A.M we left for Sydenham Island, where we arrived at 6 P.M. The natives were very anxious for Captain Hussey

to go on shore with them; but he declin-ed to do so, as the natives at this island are very treacherous. At 8 PM we shaped our course for Hall's Island. Where we arrived on the following morning. A number of Canoes came off, bringing Cocoanuts mats and Oil. At 5 PM. when we were close in to the reef, the boatsteerer at the ~~the~~ mainmast head shouted, There she blows! What does it look like? yelled the Captain. A Sperm whale, I think, Sir," was the answer. "I think it is a very large Sperm whale. There she blows; there she breeches; close into the breakers!" Captain Hussey immediately went aloft at the main and pronounced it a large Sperm whale. He hauled the ships ~~to~~ to the wind heading to the Southward. The Mainsail was then hauled up, and the maintopsail thrown to the mast. The Captain ordered 3 Boats cleared away, As there were a great many Canoes along side, and around the ship, it

required a large crew to look out for them, and as I was one of the boats crew left on board I had the pleasure of having An introduction to an old Musket to use in case of an emergency. The boats moved quickly over the water, all of course going in one direction, for the whale remained motionless upon the water. In a few moments the boatsteerer in the first mates boat stood up all ready to throw the iron. When the whale raised his huge, square head high out of water, he let him have the iron. The Captain by this time had come up and put a lance into him; The mate also got a fine chance at him with his lance, doing good execution. They soon had him turned up dead, and started with him in tow of all 3 Boats for the Ship. It was about dark when we got him alongside, We hoisted up the boats and got supper, Ship heading off shore for the night. We kept 2 men in the gangway

with spades to keep the sharks from eating the whale. At daylight we went to work cutting in. we filled the between decks with blanket pieces and the deck full of blubber. ~~On the following~~ After Supper the watch on deck went to work cutting the blubber into horse-pieces. The mincer was sett at work ~~slicing~~ the horse-pieces, while the boat steerer pitched it into the try-pots. We soon had our fires started and everything going well for the night. On the 25th inst we finished boiling. Our whale ~~yielded~~ yielded 110 Bbls of Oil. We then went to work washing off the decks, made all sail and shaped our course for Pitts Island, where we arrived on the 27th. Several Canoes came off with Cocoanuts, mats, and Cocoanut oil. We gave in exchange tobacco and pipes. One of these canoes had 2 white men in it Captain Hussey asked them on board to dinner. the Captain sold these men some clothing and tobacco. At 3 PM we shaped our course for Wyden Island where we arrived

on the 25th day of February. The canoes came off with Chickens, eggs, Cats Cocoanut oil, Mats, and Molasses - We Sailed through the group, touching at nearly all of the islands. At Hoodles Island which is in Lat. 0° 17 N Long 173.26 East, a White man by the name of Walker came off in a canoe. He told the Captain that it was perfectly Safe for him to go on shore; So after breakfast, the Captain had his boat lowered and landed upon the beach I, being one of the boat crew, had an opportunity to land amongst a lot of Cannibals, After landing we went a Short distance to a Small village, when the men and women clustered around us and manifested much freindliness. The village contained about 50 huts, and was Surrounded by Cocoanut-trees, and before each door was a brood of Chickens and Cats. The houses were thatched to keep out the wet, and looked neat and comfortable. They have no floors to their houses, but the

earth is beaten smooth with constant use. They have no furniture, but as a substitute, grass mats are spread in various parts of the room. We purchased of the natives some, chicks, mats and breadfruit. There was no need of wealth to give happiness here. The sea yields up its treasures to supply the natives with food; on the land, fruit is in season through the year without cost or price. We gave the chiefs some tobacco and pipes, and after making some arrangements with the white man (Walker) to come back in the course of two or three months to purchase what oil and mats the people may have on hand. We now left the ship and went on shore in his canoe, and we shaped our course to the westward for Ocean and Pleasant Islands in search of Sperm whales. The Kingsmill or Gilberts Islands are a small cluster of ~~isl~~ coral islands, lying in the Pacific Ocean just North of the equator fifteen in number. They form a part of the

Mulgrave Archipelago, and contain a population of about 60,000. They are only fifteen feet above the level of the Sea. The inhabitants are tall and belong to the Malay race, and in most of the islands are very savage. The climate is delightful. The breadfruit and cocoa nut trees, with taro, are the most important productions of these islands. On the 10th day of April we made Woodles Island. Our friend Walker came on board bringing about 10 bbls of Cocoanut Oil. Several Canoes came off with Cocoanuts Chickens, and breadfruit. On the following morning, we made Halls Island. We did not land, as the natives on this island are very treacherous. We also spoke the Bark Bell of Fairhaven, Capt Handy, five years from home. She had taken a Considerable oil and had shipped it home. July 4th it is just one year to-day since we left home and have taken only about 420 Bbls of Sperm oil 15 Bbls of Cocoanut oil, and 10 Bbls of Black-fish oil. On the 27th day of August we raised a School of Sperm

Whales, lowered 4 boats and captured two of them. Took them along side and commenced cutting them in. On the 29th we finished boiling the whales making 50 barrels of oil. We Continued cruising about until September 5th when we made Morgan Island. Canoes came off bringing Cocoanuts, mats and bread fruit At 4 PM Captain Hussey and myself went on shore in one of the ships boats, After landing we were escorted to the Kings house, And there we had an introduction to 'King' Amannook. When we entered his palace he was standing on a large mat in the middle of the floor, and as soon as he saw us he came forward and hugged us as if we were Children. He then had some Cocoa-nuts and toddy brought for our refreshment. We had for our interpreter a native from one of the other islands. After making arrangements for our stay on shore we returned to the to the Ship for some provisions, tobacco, and pipes. We now made a Contract

for all of the Oil which was then made, or which might be manufactured for the period of 3 years. This was Signed by King Tamamook and several of the head chiefs. The King then showed us the house that we were to occupy until we Could have one built for us — We now had everything brought from the boat to our new quarters. We had 12 large oil Casks brought on shore and the boat hauled up and covered over with mats to keep the Sun off of her. Before leaving the Ship the Captain had given the first mate, Mr. Fisher, orders to cruise to the northward of the Island, and to return here in two or three weeks to see how we were getting along, and if we needed anything in the way of provisions or articles to trade. We have now 2 men on Fitts Island, 2 on Halls and 2 on Woodles Island for the purpose of purchasing Cocoa-nut oil and making arrangements for future Supplies. The Ship made Sail and Stood to the Northward

50

of the island. As night came on and our little Ship was fast going out of sight, the reader may imagine the feelings of myself, a boy of seventeen, now left upon an Island where we had just been informed by the King, who was an old man at the time, that we were the first white men who had ever landed on his shores. As may be surmised we were objects of great curiosity to the islanders, who came from near and far to see us. The situation was not in all respects an agreeable one, for the natives, like those of many other Pacific Islands, were of cannibalistic propensities, and some of them looked as if they thought a white mans flesh would furnish a satisfactory meal. Capt Hussey and myself, although under royal protection, kept a sharp lookout and muskets were our Constant Companions by day and night. It was while we were on shore that the incident of hoisting the American

flag on Morgan Island occurred. The flag was raised, not only for the purpose of signaling the Ship Planter, but also to show to other nations that Americans had the prior right there, and to notify them that Americans were living on the island. We now purchased some land of the king and ~~so~~ proceeded to build a house for our own use. In about 2 weeks time we had a very neat cottage built, with one large front room and one bedroom. Our furniture consisted of one long settee on each side of the front room, and a large table which stood in the centre of the room, with a settee on each side. For our bedding we had one large mat on the floor, one mat doubled up for a pillow, and a nother large mat for a covering. The climate is mild with a considerable rain. The inhabitants are of the Malay race, They are well made, walk gracefully, run nimbly, and are capable of enduring great fatigue. They have fine open countenances; and the

women in particular, have good eyes and teeth, ~~and~~ are sensible looking, and ~~[illegible]~~ possess manners of engaging sweetness. The king, Chiefs, an married woman wear a small mat around them, while the slaves and Children go naked. Tattooing the body is largely practiced, but the woman ~~is largely~~ are far less decorated than the men. They live in small villages, containing from forty to sixty houses, built closely together, without any order, and have a winding path between them. Their food consists principally of fish, Cocoanuts, taro root, bread fruit and large land Crabs. The making of Canoes, mats, and Cocoanut oil forms the occupation of the men, while the woman are employed in Cooking and the making of Cocoanut oil. Dancing is their principal amusement. The building of a canoe is a laborious undertaking, several years being frequently consumed in the operation. The natives falls a cocoanut tree and cuts it into pieces from four to ten feet in length. These are split into board

about an inch in thickness, and afterwards rubbed smooth with sand and stones. Dried fish bones are used to bore holes in the boards, which are fastened together with fine twine in place of nails. They make their sails of mats, by sewing several of them together, and ropes of all sizes from the fibre of the cocoanut husk. They build their villages on the lee side of the islands, and always keep a fire burning ~~in all~~ through the night in all of the villages. They are a very superstitious people, and take their regular turns in feeding the fires. They always take a sea bath early in the morning. Their marriage ceremonies are performed in the big white house, as they call it. This is a central council house, of which there is one in every village. The ceremony consists in placing the bride and groom in a large basket and lifting and lowering them three times. They never bury their dead, but place the remains in the middle of the floor and cover them over with mats, where they remain until they are

entirely decomposed, when the bones are taken out and hung up in one Corner of the room. While I was living on shore the King's Son was very anxious that I should name his little daughter, a babe of three months; so I named her after my Mother, Caroline, or as they called it Ecarolin. Their manner of Extracting teeth is by placing a piece of wood against the tooth and striking it with a large ~~stone~~ Stone, Captain Cusey extracted a number of teeth for them while we were on shore. The day after the Ship left us was rather a lonesome one, so I picked up my gun and took a stroll amongst the villages, to see how the natives were getting along in making oil. I had now become pretty well acquainted with their language, so that it was rather interesting for me to visit the different villages and try to converse with them. I would ask them the name of different things, and in that way I got so that I could talk their language very fluently

After we had been on shore a few weeks, and had begun to feel accustomed to the routine of our life, its monotony was interupted by the arrival of a native, who told us that there was a ship in sight. We immediately went down to the beach, and saw a vessel standing in toward the land, & hoisted the American flag, and had out whaleboat launched, put in some a few Cocoanuts, and we started for the ship. In the mean time several large Canoes had started off to board her. All loaded with Cocoanuts - mats, and bread fruit. When we were within one mile distance of her, to our great surprise her Captain Squared his main yard, kept his Ship off, and ran away from us. We made all kinds of Signals for him to stop, but he could not see the point, and in a short time the Ship was out of sight. ~~He~~

We were very much disappointed, And more so on account of the natives, As they could not seem to understand

why the ship did not stop.
She proved to be a whaler, but we never had the pleasure of ascertaining her name. We landed and hauled our boat up on the beach, and got our supper. After supper I took a walk along the beach, where the natives had a large fire burning. I remained with them for some time, and when I bade them good night they were enjoying themselves in smoking and telling stories. and gave them some tobacco and a few pipes
On the morning of Dec 6th our ship came in, during the time she had ~~been absent~~ taken 70 Bbls of Sperm oil. In the mean time Capt Hussey had decided to go to Sydney Australia, to recopper the ship and fit for a trading voyage. So after getting our oil, of which we had about 20 Bbls, on board, and presenting the king and chiefs with some tobacco and pipes, we bade them adieu and went on board, After hoisting in our oil and boats we made sail for Pitts Island to procure some wood and water. The natives of these

islands smoke a great deal, though not much at a time, using pipes with long bowls. These they light, and, putting them to their mouths, take a long draught, getting their mouths as full as they can hold of smoke, and their cheeks distended, and then blow it slowly through their mouths and nostrils. The pipe is then passed to others, who draw in the same manner, one pipe-full serving for a dozen people. All the men woman and children smoke. Having bade them adieu, we set all sail for Sydney. Since leaving the Islands, we have been making preparations for going into port. Our Ship has been thoroughly cleaned and painted inside, rigging rattled and tarred down, masts scraped and oiled, oars scraped and varnished, and everything put in first-class order. While doing this we continued sailing along in the beautiful temperate climate of the Pacific. The Pacific well deserves its name, for, except in the high Latitudes, it has few

Storms, and the temperature is never either extremely hot or cold. This forenoon our chains were both hauled up on deck and bent, and we were just going to dinner when we raised a Ship on our lee bow four miles off. We hauled the mainsail up, and ran down and spoke her. She proved to be the Ship Boy of Wasa, four days out from Sydney; had been struck by lightning the day previous, and had her fore topmast split to pieces. She had been to Sydney to land oil, give liberty, and get fresh provisions. She was now bound on the line Whaleing. It is perhaps needless to say that we saw nothing else worthy of note until the morning of December 28th. When we made the Island of New Holland, bearing S. W. distance 20 miles. At 8 A.M. a pilot boarded us off Sydney Heads. Our Anchors were now put into the shoes and the rigging all put on deck, clear for running. At 10 O'clock we came to Anchor

in 8 fathoms of water; gave her 40 fathoms of chain, furled the sails and cleared the decks. In a little while our decks were covered with people from on shore, - tailors blacksmiths, butchers, Carpenters, Calkers, and Sailmakers, all soliciting business. It is now 3 weeks since we arrived here, and during that time we have had watch and watch on shore. Have painted and watered Ship; hove her down on both sides and patched her copper, and fitted for a trading voyage. The articles for trade consists principally of pipes and tobacco, and iron hoop tricks, Saws, bits, Knives and the like. After remaining at Sydney for a month, we Sailed again for the Gilbert Islands, We continued Sailing to the N.E. touching at several of the Islands without anything material transpiring until the 26th day of march, when the boatsteerer at the mainmast head raised a large Sperm whale, four points on our lee bow. The ship came to the

wind with the main-topsail thrown
to the mast. The boats were got ready
for lowering, and by the time the
tubs were placed in them, the Capt
came on deck and ordered all
4 Boats to be lowered. So into
them we tumbled and shoved
off. As the whale was to the
leeward of us, and moving
very slowly, we set our sails
and took our paddles, so as not to
scare him. Quickly the boates
moved over the water towards their
prey. The whale was now
motionless. The boat of the
Captain being ahead and
close on to the whale, he ordered
his boatsteerer to stand up. Just
then the whale raised ~~his~~ its huge
square head high out of the water,
And the Captain shouted, "Now is
your time! Give it to him!" ~~and~~
~~Captain Hussey~~ The next moment
two irons went into the huge
creature just behind the hump.
"Stern all!" cried Capt Hussey;
"Stern all, I tell you!" but the men
were not quick enough, and a

moment later the whales tail came crashing through the bow of the boat, killing one man and badly injuring the boatsteerer. The whale then struck the boat aft and smashed it to peeis. By this time we were along side in the boat. We took in the boatsteerer and the body of our unfortunate Comrade, and the rest of the crew of the demolished boat climed into our boat. Then we pulled back to the ship, haisted our boat up, and attended to the needs of the injured boatsteerer. The body of the man who was killed was laid out on a matteress on the quarter deck. While all this was happening, the Mate, Mr Fisher, had gone up to the whale and put one iron into him and was in the act of putting in the second iron when the monster turned and came for ~~the~~ the boat. In a moment time the whales jaws had closed upon the boat, and the boatsteerer was knocked over-board. The second iron caught

him in the palm of the hand and carried him down under the whale, and when he came up he was nearly drowned. Not satisfied with what he had done, the whale threw himself out of the water and came down upon the pieces of the boat with a crash that completed its destruction. In the mean time the second mate was busy picking up the men. As soon as this was accomplished he turned his boat toward the ship, their enemy in full chase, and giving the men ~~some~~ plenty of reason for doing some lively pulling. We kept the ship off and ran down to them and took them on board. We now furled all our sails and went to supper. This had been a sorry day for us: one seaman killed two injured and two boats smashed to pieces. The only thing saved from the mate boat was one oar. We lay by during the night, and threw oil overboard occasionally, hoping that we might have another chance at the whale when the morning came.

I shall never forget the sight of my poor shipmate as we pulled up to what remained of the Captains boat. After Supper that night the Sailors gathered around his cold and lifeless body, Subdued and broken in spirit. Poor fellow! We watched over his remains through the night, and in the morning we washed, shaved, and dressed in clean clothes, and then carefully sewed him up in strong canvas, and secured a bag of Stones at his feet. An air of profound Sorrow reigned throughout the Ship.

It was indeed an hour of Sadness when the Ship was hove to, to perform the rites of burial. At 8 A.M. all hands were called aft and stationed in the Starboard Gangway; the American ensign was run up at half mast, and the body was placed on a board in the Gangway. After this was done Capt Hussey commenced the reading of the Service of the Episcopal Church. There was a more

pause as he came to the sentence,
"We now commit his body to the deep." It was read, a deep splash was heard, and the body of our poor Shipmate sank beneath the blue wave, there to rest until the Sea shall give up its dead. He was a Portuguese, and belonged to the Western Islands. When this mournful ceremony was over sail was again made and the mastheads were manned, but we saw nothing more of our whale. On the 22d day of April at 6 A.M. we made Charlotte Island; Stood well in with the land. Capt Hussey and Mr Chase, the 2nd mate, with two boats crews started ~~for the Shore~~ to go on Shore. When they were within half a mile of the Shore they were met by a number of large war Canoes loaded with natives who made an attack on our boats. As our men were well armed, they had the advantage of the Savages, and each shot from our side sent one of them to his long home. They soon made a General Stampede, jumping overboard and swimming for the

shore. We captured two of the canoes and took them on board. While the fighting was going on, the Ship lay about half a mile distant, but we could not assist our men, as we were afraid of shooting them. The Captain thought there were fifty or sixty killed; we lost no men. After this we visited several of the different Islands, took the king of Morgan Island to Sydney with us, had a Muting on board, and a Shooting of one of the crew by Capt. Hussey, and the landing of Capt Hussey at Stings Island, one of the Carlini Island, after which we made all sail and shaped our course for Juan Fernandez to get wood and water and get what small stores we could purchase, and then double Cape Horn and make for Pernambuco. On the 11th day of March we made Juan Fernandez. We stood into the bay and lowered two boats and took a raft of empty casks on shore and filled them. When these were hoisted in, the boats returned, and brought off twenty bushells of Peaches, some limes beans and wood, We now hoisted our boats and made all sail and shaped our course for Cape

Horn, I never in my life felt so much gratification on leaving any port as I did on this occasion; and this feeling appeared to be genral among the men. We had light winds and Equally weather, Consequently we had a long run to the Cape, and after passing the Cape we had better weather and arrived at Pernambuco on the 30th day of April. At this port we found the people were dying at the rate of 60 a day with Yellow fever And black vomit. We purchased a lighter load of Provisions and fruit and sailed the following morning for Nantucket. After leaving Pernambuco we had very moderate winds, as usual in a long course of fair winds, nothing occurred to interrupt the monotony except the excitement produced by the anticipation of our seeing our dear friends once more. Day after day passed by. At last, on the morning of July 11th, the cheering cry of "Land ho!" was heard from the mast-head. It proved to be Block Island, which was soon visible to all on board. The wind

being very light, at 4 P.M we passed
Lay Head, and on the following evening at 7
& 6ck P.M. we came to Anchor off
Nantucket bar. It was not long before
our decks were crowded with people,
some inquiring for their friends, while
others were anxiously asking after news,
On the morning of the 12th several boats
came along side, and at 10 O'clock all
of the crew went on shore, leaving
the ship in charge of ship-keepers,
It was Sunday morning, and the
wharves were crowded with people.
I now learned that my Mother had
married six months after I sailed from
home, and was residing in N. Bedford,
So I went to my uncles to visit for a
few days. After landing on the
wharf, I started ~~for~~ at a rapid pace
for the residence of my uncle, Every
object I fell in with induced a train
of reflections which called forth pleasing
recollections of my Schoolboy days.
Passing up Main Street I saw the
Old Custom House, the Pacific
Bank, the old South Church on Orange
Street, with its tall steeple, presenting the
same appearance of tottering age that

it did four long years before. At it was near eleven O'clock, and This was the first time I had had my land tacks aboard for two months, I walked at a rapid rate for about fifteen minutes, at the end of which time I arrived at my Uncle's house, where I was soon surrounded by my friends. This interview was such as might have been expected with near and very dear relatives, on meeting after such a long separation; and everything was done to make me comfortable and happy during my stay on the island, which was for only twenty-four hours, and I was compelled to relate, with minute exactness, many of the incidents of the voyage. On the morning of the 14th I took the Steamer for New Bedford, where I arrived at 1 P.M. Here I was met by my Stepfather And my brothers, who shook me heartily by the hand and escorted me to my Mothers house. One can imagine our meeting after our long Separation. Believing, as my mother did, that I must have had enough of the Sea, most earnest entreaties

were now used to induce me to give up the hardships and perils of a life on the ocean. In the evening I gave my family a full description of my voyage. On the following afternoon I received a Summons to appear in Boston on the 20th of July as a Government witness, Capt Fisher and the mate having been arrested for aiding and abetting Capt Hussey in the shooting of James H Clark on board the Planter. The U. S. Marshall also arrested all the crew who belong on Nantucket as witness. The trial of the Capt and Mate came off in due season, and they were acquitted. We were each then put under six hundred dollars bonds to appear before the grand jury in September, when they would consider Capt Husseys case. The grand jury finally reported "No bill" against Capt Hussey, so we were discharged, and went home. The Plant brought into Nantucket 1400 barrels of Sperm oil and 600 barrels of Cocoanut oil. This voyage was one of the most pleasant, and at the same time most extraordinary, that I ever made.